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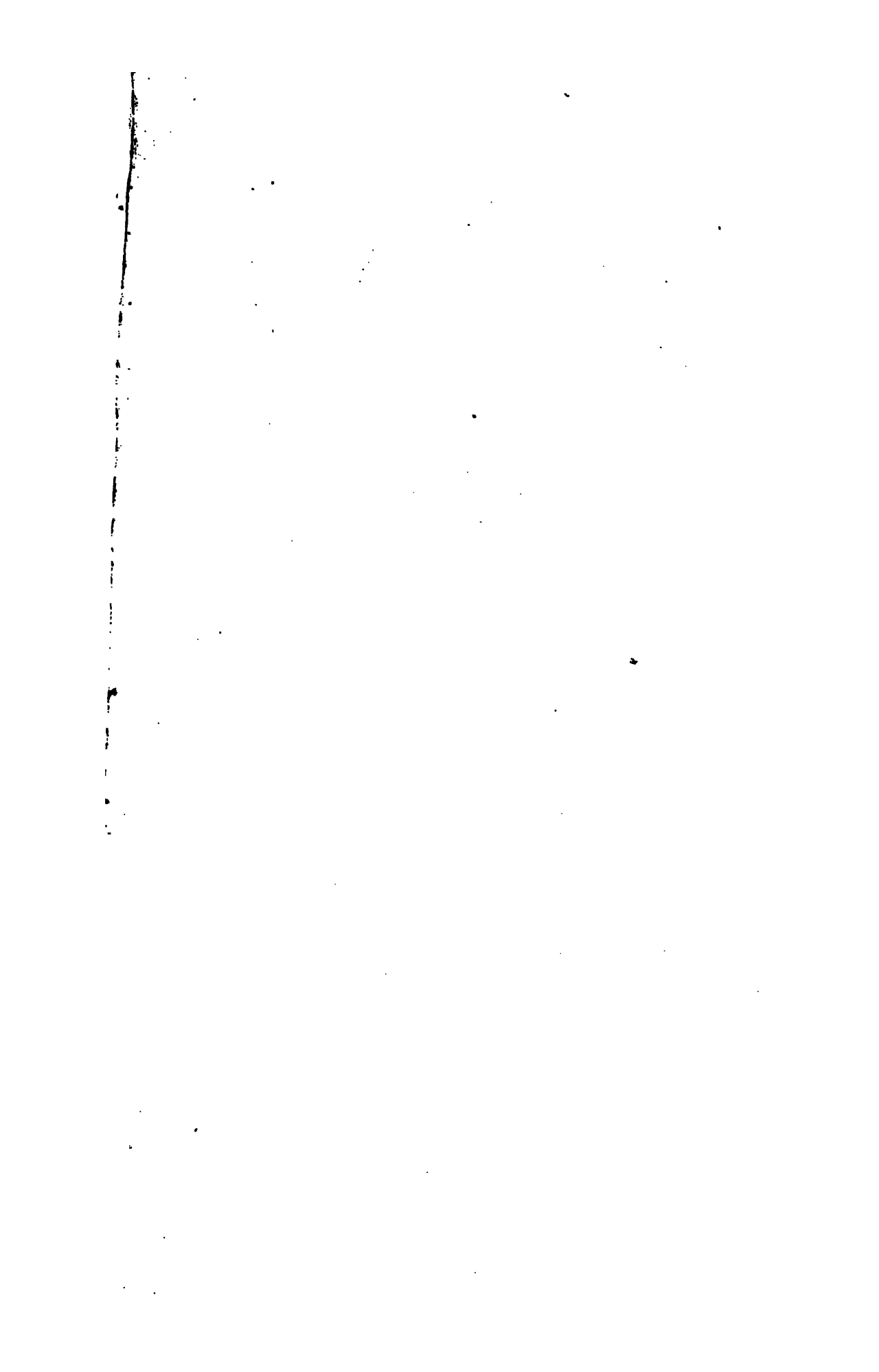
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THE GIFT OF

SAMUEL ABBOTT GREEN, M.D.

OF BOSTON

(Class of 1851)



anchors ahead, but cut away both masts and rode out the gale. Schooner Albion, Smith, of Hampden, from New York for Boston, slipped her cables, and got alongside of a wharf, with loss of bowsprit, cutwater, davits, &c. Schooner Brenda, of Boston, drifted from her anchorage, went afoul of schooner Tarquin, causing some damage to the latter; the Brenda had her bends and one plank stove in, and was obliged to cut away her foremast to get clear. Sloop Minerva, of Norwalk, Con. deeply loaded, for Boston, carried away her mast about fifteen feet from the deck, and rode out the gale in the harbor.

A large brig went ashore on the back of the Cape, the crew took to the tops and were saved. A large schooner also went on shore and lost both masts. A brig went ashore on the outer breakers, and went to pieces in the night; all on board lost; her keel, timbers, &c. drifted ashore.

The schooner Boston, Bray, from Philadelphia, for Boston, slipped her chains in the Bay, and went ashore on Long Point, but got off without much damage.

LYNN AND MARBLEHEAD.

At LYNN, the schooner Catharine Nickols, Woodward, went ashore on Nahant, at about 4, P. M. The vessel was washed into a mere mass of splinters; three men were lost.

At MARBLEHEAD, although every vessel but one went ashore, no lives were lost. The schooner Minerva, Rollins, from Pittstown for Plymouth, lost both masts and bowsprit, threw over her deck load of hay, &c. Schooner Paul Jones, high and dry on the rocks, bilged. Schooner Sea Flower with corn and flour, on the beach, a total loss of the vessel and part of the cargo. Schooner Brilliant lost her main boom, stern ripped down. Schooner Tasso, slightly damaged. The schooners' Mary, Swazey; J. Q. Adams, Plutus, Two Brothers and Burlington, ran ashore on River Head Beach. The stern of a small craft was found on this beach, probably wrecked on one of the Islands at the mouth of the harbor.

GLOUCESTER.

The greatest destruction took place here; the gale was truly terrific, and the devastation unprecedented and terrible. The following is a list of the vessels that were most severely injured; all of which ran ashore unless otherwise stated.

Schooner Eliza and Betsey, of Mount Desert, sunk at her anchors; Joseph Gott, Alpheus Gott, (picked up,) Peter Gott and Joseph Gott, her crew, all lost.

Schooner Boston, Thomas, of Belfast, with wood and lumber, for Salem; vessel and cargo totally lost, crew saved.



THE ONLY SURVIVOR OF THE WRECK.

AWFUL CALAMITIES:
OR,
THE SHIPWRECKS OF DECEMBER, 1839,
BEING A FULL ACCOUNT OF THE
DREADFUL HURRICANES OF DEC. 15, 21 & 27,
ON THE COAST OF MASSACHUSETTS;
IN WHICH WERE LOST MORE THAN 90 VESSELS, AND NEARLY 200
DISMasted, DRIVEN ASHORE OR OTHERWISE DAMAGED, AND
MORE THAN 150 LIVES DESTROYED,
OF WHICH FULL STATISTICS ARE GIVEN;
COMPRISING ALSO
A PARTICULAR RELATION OF THE SHIPWRECK OF THE FOLLOWING VESSELS,
BARQUE LLOYD, BRIGS POCAHONTAS, RIDEOUT AND J. PALMER,
AND SCHS. DEPOSITE, CATHARINE NICHOLS AND MILLER.
AND ALSO OF
THE DREADFUL DISASTERS AT GLOUCESTER.

BOSTON:
PRESS OF J. HOWE, No. 39, MERCHANTS ROW.
.....
1840.

such a quarter, that all the crew might easily have escaped in the boat. But hope, so deceitful to hundreds during this gale, induced them to remain on board. The wind was at that time favorable, and they were sheltered by the high hills of the promontory from the violence of the tempest. But they were doomed to sudden disappointment. Hardly had they anchored before the wind, as if bent on ruin, chopped round so as to make the cove no shelter. In thirty minutes they parted their cables, drove by Baylie's Point, and rushed furiously on the shore. By this time the generous citizens thronged the shore in hopes to save the crew of the doomed vessel. After she first struck, she wheeled round, and on the back of a mountain surge was rolled up upon the rocky shore, and immediately one mast went by the board. When the waves retired, several men would make a desperate effort to seize some one on board and run him on shore. Mr. Johnson is understood to have been principally instrumental in this philanthropic work. In this way, the captain and two of the crew were saved. Soon, the other mast was carried away, and as it fell another man crept forward and over the gunwale. He was seized on the return of the wave, but was found to have been wounded, probably by the falling of the mast. As they laid hold of him they heard him say, "Oh dear," and when he reached the shore he motioned them to lay him down, which they did, and he immediately died. His name was Whitton. The mate stuck to the vessel to the last, feeling assured that he should escape, as he had passed through so many perils safely, but he was at the last point of danger. He died amidst the roaring surf, and was found, stripped of every particle of clothing except his stock and stockings, jammed in among the rocks of that iron shore. When the last mast fell, a man, (the only one whose fate has not been stated) was seen to crawl out upon it through the mad and foaming waves. Soon the mast broke loose from the schooner, and instead of washing on shore as the poor fellow had vainly hoped, it drifted seaward, and he was carried out of sight to be buried in the depths of Lynn Bay. On Tuesday, the two bodies which had been recovered were taken to the first Methodist Church in Lynn; appropriate funeral services were performed, and the victims of the sea were committed to the bosom of the earth. The name of the man drifted to sea was John Lindsay of Philadelphia. The vessel went entirely to pieces.

THE BRIG RIDEOUT.... This vessel, commanded by Capt. Purrington, of and from Bath, for Matanzas, was driven among the dreadful breakers on the outside of Cape Cod, and capsized. Every soul on board was lost. She went upon the outer breakers, and being upset, remained among them, the furious sea rolling quite over her as if she had been but a log. She finally went to

pieces. In this case, about a dozen human beings, flushed with hope, and anticipating a long life, were suddenly hurried into eternity. The reader has only to picture to himself, a noble vessel careering over the sportful waves; then the rising of the storm, the preparation of the creaking vessel for the fierce struggle, the increase of the tempest, the breakers ahead, the fruitless effort to clear them, the shriek and prayer as she plunges into the midst of the foaming surges, where the spray is dashed over her very truck, the reeling of the ship for a moment as though she were a drunken man, and then the fearful mountain-wave that strikes her amidships, and rolls her over like a slaughtered ox, throwing the frightened mariners into the merciless waters, the gurgling cry of a moment as they struggle even with certain death, and then the silence of all save the roaring waves and whistling winds, and he will have some idea of the loss of the poor ill-fated Rideout.

THE SCHOONER DEPOSITE.... This schooner, Cotterell, master, from Belfast, with lumber, was wrecked on Lakenian's beach, Ipswich. She was first discovered by Mr. Marshall, of Ipswich, who gave the alarm, and with Mr. Greenwood, keeper of the light, repaired to the beach. The schooner was close into the shore, but the surf was breaking over, and inside of her, so that a boat could not live for a moment. Mr. Greenwood dashed into the surf, and at imminent peril, succeeded in reaching the vessel, and with a rope hauled in Mr. Marshall and the boat. By this time the poor sufferers on board were almost gone, cold, and exhausted, the sea every moment breaking over them. The wife of the captain was among the wretched company. One, a boy, lay dead in the scuppers, and a negro man was in his last agonies, when they got on board. He died in a few minutes. Nerved to desperate effort by the peril of the sufferers, and that common humanity, which, despite of the little petty bickerings of men, will reveal itself in such an hour, these two noble fellows went to work at once. The captain, almost senseless, and completely exhausted, was first lowered into the boat with Marshall, but a wave instantly upset it, dashing Marshall under the vessel. He rose to the surf, and saved himself by catching hold of a rope; the poor captain was drowned of course, as he was incapable of helping himself. The cries of the dying for succor, were as nothing to the terrific shrieks of the captain's wife, as she saw her husband buried beneath the waters. Two of the crew were got ashore, one of them by floating on the boom. The bereaved woman was then lowered from the stern by ropes, and Greenwood and Marshall, standing each side of her in the water, took advantage of an inward wave, and run her ashore in their arms. The names of the three survivors are Mrs. Cotterell, George Emery and Chandler Mahoney. The dead bodies were

taken to town and interred on Wednesday. The services were performed at the South Church, before a large concourse of people. The bodies were followed to the grave by sixteen sea captains as bearers, and a long procession of citizens. The expression upon the countenances of the dead was striking. That upon the face of the young man named Durham, was peculiarly sweet. He seemed to be a calm slumberer, rather than a breathless corpse.

DISASTERS AT GLOUCESTER.

But the calamities we have recorded above, were nothing in comparison to those which happened at Gloucester. The harbor was supposed to be very secure, and at the commencement of the storm a great many vessels, especially coasters, put in there for shelter. Unfortunately, instead of anchoring in the inner harbor, as far at least as Five Pound Island, or in the South East harbor, in both which places the holding ground is good, and the anchorage well sheltered, they generally anchored just North of Ten Pound Island and Ten Pound Ledge, where they were right in the teeth of the current of wind, rushing in a gale from S. E. or N. N. E., between Rocky Neck and the Fort; in the range of the under-tow rolling over Dog Bar; and on very poor holding ground. Of course the most of them dragged ashore. Such a scene of terrific and horrible ruin has not been witnessed in that harbor within the memory of the oldest resident, a man 104 years of age, who has always lived there. More than FIFTY vessels were either driven ashore, dismasted, or carried to sea, and the loss of lives could not have fallen much short of FIFTY. From one end of the beach to the other, nothing could be seen but pieces of broken wrecks; planks and spars, shattered into a thousand splinters; ropes and sails, parted and rent; flour, fish, lumber, and a hundred other kinds of lading and furniture, soaked and broken; with here and there a mangled and naked body of some poor mariner; and in one instance that of a woman lashed to the windlass-bitts of a Castine schooner, lay all along the beach, while off, thirty yards, with the surf breaking over them every moment and freezing in the air, lay nearly a score of lost vessels; all together forming a picture which it is in vain to attempt to copy in words. In the midst of this scene of terror, the hardy and noble fishermen of Cape Ann, fully proved that a sailor's jacket seldom covers a craven heart. They manned two boats, the Custom House boat and the Van Buren; and fearlessly risked their lives for the safety of their fellow creatures. Vessel after vessel was visited by them; they made their way over the tops of mountain-waves, and through the gaping chasms of the hungry waters; and from the very teeth of greedy death, plucked many a poor, despairing, and exhausted fellow; bringing

him safe to shore. Excellent, generous men! We would we could record all their names, that posterity might approve and emulate their deeds of daring. The boats were manned as follows: The Van Buren by Andrew Parker, Jr., John Parker and others; and the Custom House boat, by Messrs. Addison P. Winter, Carter, Charles P. Wood, Gideon Lane, and D. D. Heartley.

A public meeting was called, at which it was resolved to choose a Committee of Relief, to attend to the wants of all the sufferers, and to the interment of the bodies. The meeting voted to have the bodies taken to some church, and funeral services performed, under the direction of the following Committee, who were the Committee of Relief, viz: George D. Hale, G. H. Rogers, Alphonso Mason, Epes W. Marcham, Eben. H. Stacy, Samuel Stevens. Five hundred dollars was raised on the spot.

Such was the devastation wrought by the first storm, one of unequalled fury and destructiveness.

THE SECOND GALE,

Occurred on Sunday and Monday, the 22d and 23d of December. It was less severe than that of the 15th, although sufficiently violent to have obtained under other circumstances, the name of a terrible hurricane. The injury to shipping was considerable, and two at least of the most distressing shipwrecks we ever had occasion to record, took place. The following is a list of the disasters.

Schooner Tremont, Ingraham, from New York, of and for Thomaston, went ashore on Hampton Beach, N. H. fifty rods South of Great Boar's Head, on Sunday morning; the vessel and cargo lost, crew saved. Schooner Henry, of Somerset, capsized off Leeds' Point, N. J. on Sunday, 22d, and went down with all her crew. Brig Julia McLinn, Palmer, from Porto Rico, for New York, put into Lewes, Del. on morning of 22d; soon after, lost both anchors, and in attempting to beat up to the Breakwater, run ashore and was lost; crew saved. Schooner Charles, went ashore at East Thomaston, on night of 21st, and broke in two. Schooner Equal, Snow, also went ashore at the same place, and much damaged. Schooner Charlotte, Farrar, of Kingston, from Baltimore for Boston, went ashore on Nantasket, on Sunday night; the crew saved, vessel had not gone to pieces. British schooner H. Davenport, which went ashore on Hospital Island, on the 15th, and was got off, dragged ashore again on the 22d, and it was supposed could not be got off till spring. But the most dreadful disasters are yet to be chronicled. We refer to the loss of the barque Lloyd, and brig Pocahontas.

The LLOYD, Mountfort, of Portland, from Havana for Boston, went ashore on Nantasket, about noon of the 23d, in very thick weather, and a heavy sea on ; her fore and mainmasts were gone, and only part of the mizzenmast was standing. Six of the crew immediately got out the long-boat, and attempted to get on shore, but the surf at once filled the boat, and every man was swept to his grave in the billows. Another of the crew, named *George Stott*, got out the small boat, and finally succeeded by aid of the boat, and then an oar, in getting so near the shore, that the inhabitants dragged him from the foaming breakers. Capt. Mountfort, and the two remaining hands then lashed themselves in the mizen rigging ; the sea was all the while making a clear breach over the trembling hull. Soon the two men were broken from their lashings, and hurried overboard ; they buffeted the surges a moment, and sunk forever. Capt. Mountfort still remained lashed to the rigging, the last survivor on board ; but he could live only a short time in that fearful position. The boat of the *Charlotte*, manned by the crew who had themselves just suffered the horrors of shipwreck, stood ready on the beach to seize the first opportunity to get on board. It came, and by dint of the greatest exertion, they succeeded in boarding the barque and bringing Capt. Mountfort ashore. He had been washed from his lashings several times, and bruised by his contact with the ragged deck, and was insensible when he was taken off. He was immediately taken into one of the huts of the Humane Society, and every effort made to restore life, but all in vain. He was sixty years of age ; the oldest shipmaster out of Portland, and left a wife and three daughters to mourn over the loss they have experienced. The whole community will join them in that mourning, as Capt. Mountfort was very much respected. His body was taken to the village of Hull. Here, as at Gloucester, Ipswich, Nahant, and other places, the generous conduct of the hardy fellows who boarded the wreck, is above all praise. The roll of the *Lloyd* was as follows : Daniel Mountfort, of Portland, Me. master ; Frederick C. Huntress, of Parsonville, Me. mate ; Henry Dodd, of Boston, seaman ; William Guilford, of Limington, Me. ; George Stott, of Baltimore, (who was saved) ; William Birch, of do. ; William Leslie, of New York ; Henry Peck, and John Stewart, no residence given.

The BRIG *POCAHONTAS*, James G. Cook, master ; sailed from Cadiz for Newburyport, the latter part of October. On Monday morning, the 23d instant, Capt. Brown at the hotel on Plum Island near Newburyport, discovered a dismasted wreck ashore on a sand bar, about half a mile east of the hotel. The bar, or reef, lies about 150 yards from the beach, and is, we suppose, what is usually called the South Breakers. By the

papers, trunks, and fragments of the vessel strewed on the beach, she was immediately known to be the Pocahontas. At this time but three men were to be seen on board; two were clinging to the bowsprit; and one was lashed to the taffrail almost or quite naked, and apparently dead. The weather was very thick, so that no signals could be made to alarm the town, and before intelligence could be conveyed thither, only one man was left on the bowsprit, his companion, and the man on the taffrail having been washed overboard. The sea was all the while breaking so furiously over the fated brig, that at the distance of 150 yards, with the aid of glasses, it could not be told whether the poor fellow on the bowsprit was an old acquaintance or not. Through the feathery spray he could just be seen for a moment, and then a mountain wave would roll quite over him. Yet in this dreadful condition he hoped and tenaciously clung to life. Perhaps he was a citizen of Newburyport, and possibly he could now and then see through the parting surf, the spires of the churches where he had worshiped God. The lighthouse, the first gleam of which over the waters he had long waited for, were now almost within his reach. He saw perhaps his own friends thronging the shore, and he knew that others, almost in the sound of his voice, were waiting with breathless anxiety to learn the fate of the last survivor. Oh! what terrible emotions must have rent the bosom of the poor man, as he hung there, suspended between life and death, hoping and despairing, dying in sight of home in his full strength, murdered by the pitiless waves before the eyes of his own childhood's friends. Once he lost his hold! 'Twas a fearful struggle, but he regained it, and there amidst the stormy surges he hung till noon. No one could relieve him; a boat could not live an instant, and about noon the wretched man was swept away and lost among the angry waters.

The place where the brig struck is the most dangerous spot on the island, as between it and the shore is a wide space of water deep enough to float the largest vessels. Had she been a quarter of a mile on either side, she would have run on a dry smooth beach. It appears that she must have anchored some time in the course of the night, and being too near the shore for good holding ground, dragged from her anchors and went stern on to the reef where she thumped until her stern was stove in, and the fearful breach which the sea made continued to tear her in pieces, until nothing but the skeleton of what was once a noble vessel remained.

When she came into the bay, and whether those on board knew her position during the gale; whether the majority of them were swept off together, or one by one, being overpowered by the intensity of the cold and the violence of the sea, will never

be known, as not one of the twelve or thirteen souls on board is left to tell the sad tale. It is heart rending, indeed, that the toil-worn mariner, after beating about on a stormy coast for many days, should be wrecked and perish within sight of the smoke ascending from his own hearth.

The Pocahontas sailed from Cadiz in September; was run into by a Spanish ship, and compelled to put back, discharge, and repair; she sailed again in the latter part of October. As most, if not all of her original crew left her during this time, and no list of the crew is found among the papers which have come on shore; the names only of the captain, (James G. Cook,) and chief mate, (Albert Cook, son of Elias Cook of Newburyport,) are known. She had at least nine hands before the mast. She was 271 tons burthen, built in 1830, was owned by Capt. J. N. Cushing, and the vessel was insured in Boston; cargo not insured.

The wreck took place on Monday. During the week several bodies were recovered. On Saturday the remains of Capt. Cook were interred, and on the following Monday, the funeral of Mr. Cook, the first officer, and seven of the crew whose bodies had been found, took place from the Federal Street church. The house was filled with an immense concourse of people, not less probably than 2500 in number. The services were of a deeply impressive character. Silence, like that of the grave, reigned in the vast assemblage, broken only by the suppressed sobbing of some bereaved one, or of those who had friends at sea, and sympathized with the sufferers. There was the aged parent, bowed down with grief; there were other members of the broken circle which had often gathered cheerly round the old familiar hearth-stone; there was the hardy old sailor weeping like a child; and there, saddest of all, because touched nearest, was one who had waited for the return of an affianced lover, to consummate the happiest of all earthly contracts. She had watched till the vessel should heave in sight, e'er the publication of the banns of marriage. The vessel came; but she came amidst the howling storm, and the rolling billows, bringing not the realization of cherished hopes. She came the ship of death, freighted with horrors. The lover was clothed in the robes of the grave, before the altar where Hymen's vestments would soon have been worn; and the drooping maiden on the day when she should have been a happy bride, was a stricken mourner over the wreck of hope and love. It was a sad scene. None could listen without tears to the solemn monitions of the officiating clergymen, or the clear and mournful tone of the requiem. Prayers were offered by Rev. Mr. Dimmick and Rev. Dr. Dana, and the audience was addressed by Rev. Mr. Campbell. The coffins were placed in the broad aisle, and an American ensign

thrown over each. After the close of the exercises at the church, a procession of several hundred citizens formed, notwithstanding the severe cold of the day, and proceeded with the bodies to the grave, while all the bells in town were tolled, and the flags were displayed at half-mast.

THE THIRD GALE,

Commenced about 11 o'clock, P. M. of Friday, December 27. The wind was from East to East South East, and blew a hurricane until near sunrise of the 28th. The tide all along the coast rose to an unprecedented height, and great damage was done on shore by the overflowing of the wharves. Happily few lives were lost. Death seemed to have been well nigh glutted with his former victims, and a good Providence spared such a sacrifice of life as marked the former gales. The following is a list of the disasters.

BOSTON.

Ship Robin Hood, carried away the posts, &c. which held her to Brown's Wharf, and drove against Charlestown Bridge, doing a good deal of damage to the bridge, and carrying away her cutwater.

Schooner Velocity, from St. Domingo, with coffee and log-wood, dragged her anchors, and drifted against Union Wharf, bilged and sunk.

Ship Eagle, from New Orleans, at anchor in the stream, dragged her anchors and drove against Lincoln's Wharf, but experienced only little damage.

Schooner Splendid, at City Wharf, run her bowsprit into the store occupied by David Snow, injured the store considerably, and destroyed several barrels of flour.

An hermaphrodite brig, bound to the West Indies, loaded with lumber, drove against Downer's Wharf, at South Boston, bilged and sunk.

Brig Adelaide, at Lewis' Wharf, having just repaired damage sustained in the gale of the 15th, had her head, stem, and part of her bow again carried away.

Ship Forum, barque Maid of Orleans, brigs Sea Island, Plutus, schooners Senator of Portland, and Charles, of Salem, and sloop Increase, all severally parted their fasts at Central and India Wharves, and drove up the dock the William, of New Bedford, Namshong, of Marblehead, Franklin, of Salem, and sloop Packet, of do., where they all remained jammed together, and grinding each other till the gale abated. Schooner Namshong lost bowsprit; brig Plutus, do.; schooner Senator, had her stem

stove ; schooner William, do. ; the others were much chafed ; a sloop drove an oak post on India Wharf, through her stern, and remained fast to it at 8 o'clock.

Ship Casco, of Portland, at end of Rowe's Wharf, stove in her side, and sunk the hull nearly under water.

Schooner Atlantic, at Brown's Wharf, Broad Street, had her stern stove in.

Schooner Palestine, of Nantucket, at Woodman's Wharf, parted her fasts, drove against Liverpool Wharf, where she thumped till she sunk.

Barque Ganges, at the end of Foster's Wharf, parted her fasts, drove into the dock against barque Niagara, brigs Juniper, Acadian and Portree, where they all ground and chafed each other considerably. The Juniper lost head, bowsprit, &c. ; the Portree had her stern stove in, &c.

Schooner Miller, Merrill, from Bristol, Me. cargo wood and bark, run ashore on Chelsea Beach, high and dry ; crew saved.

A large vessel was seen off Baker's Island Light, at anchor near the breakers ; masts gone.

Brig Lincoln, Smith, from Havana, via Vineyard, struck on the Spit, Friday night, knocked off her rudder, lost fifty hhds. molasses off deck, cut away mainmast, beat over, anchored, and rode out the gale ; a steamer went down to tow her up.

Ship Geneva, of New York, at India Wharf, had her bowsprit and head rigging carried away, her starboard anchor torn from the bow ; her head and stem, to the water's edge, is completely smashed level with the bow.

Two water boats, the property of Mr. Smith, were sunk at Central Wharf ; and two other water boats, belonging to Mr. Anderson, were sunk at India Wharf.

Sloop Helen, from New Bedford, drove from her anchors in the stream, into Rowe's Wharf dock, and carried away her mast and bowsprit.

Ship Argo, at India Wharf, lost head, carried away bobstays, and otherwise damaged about the bows.

Schooner Allen, from Jacmel, at Liverpool Wharf, lost topmast, was cut down amidships, and drove from Brown's Wharf.

The ship Columbiana, of over 600 tons burthen, was lying on Friday night at Swett's Wharf, in Charlestown, and broke from her fastenings on Saturday morning, about 5 o'clock, at near high tide ; she was partly loaded with ice. Driven by the wind and tide together, she came bows on against Charlestown (old) Bridge, and made a clear breach through it. She next brought up against the wharf at the draw of Warren Bridge, and here the scene of destruction is most remarkable. A story and half house stood upon the wharf, occupied by Mr. Dix, who is

engaged in attending the draw, lighting lamps, &c. Himself and family, consisting of nine persons, were in bed at the time, *and all escaped without any injury*, notwithstanding the building was entirely demolished. No two parts of it are left together, but all presents a scene of chaos which cannot be imagined. One large fragment of the chimney stands poised many feet from its original position, and directly beneath it is the family bureau, bedding and chairs. Part of the roofing was thrown overboard, and another part projected on the bridge. The piers on which it stood, forming a part of the wharf, are broke or bent over, and the flooring carried away. The bridge is much injured; the fencing broke down, and the walk thrown up for some distance.

It is remarkable in what manner the inmates succeeded in escaping with their lives and limbs. One man, we are told, was thrown overboard, but succeeded in regaining the wharf, without receiving injury. The children were also saved from their beds without harm, and found shelter in the fruit shop at one end of the bridge.

The ship probably slipped her fastenings, on account of the very high tide, which flowed over many of the wharves. She does not appear to be at all injured, unless her bottom be chafed. Captain Barker was on board the ship until midnight, and finding all safe, left the mate in charge, who, finding the vessel adrift, took the helm and steered her. She passed directly through the old bridge, as though there had been no obstacle in her way. She would also have passed through the Warren Bridge had not the mate luffed her so as to strike the wharf and bring her broadside to the bridge; by this movement, the bridge was saved.

SALEM.

Pilot Boat Leader, lying at her moorings off Phillips' Wharf, parted her chain, carried away both masts, drove against Derby's Wharf, and will be a total loss.

Schooner James, of Belfast, drove against Phillips' Wharf, knocked a hole in her bottom, and sunk.

Schooner St. George, of St. George, from Stonington, with oil, broke from her anchorage off the Misery, drove across Beverly bar, and was forced ashore near the bridge, considerably injured; several female passengers were on board, but fortunately no lives were lost.

Brig Pamela, last from Vineyard, anchored on Friday evening, near the Whale's back, off the Misery, and was obliged to cut away both masts in order to save her. The mate and two men came up in the night for assistance, and with two of the

pilots in their boats attempted to return to the vessel, but the storm had increased so violently, that they were obliged to put back, after an unsuccessful struggle of three hours. The brig was towed into the harbor, by the pilot boat, on Saturday, and Capt. Sturgis, of the Revenue Cutter Hamilton, being in the harbor, with several of his men, rendered very efficient assistance in bringing her up.

The ship Sumatra, was driven from Derby's Wharf, and went ashore South of the Railway, high and dry on the beach. A schooner ashore near the same place, by Railway Wharf, somewhat injured.

The Izette and barque Brazil, parted their fasts at Phillips' Wharf, and drove against the Allen Wharf, receiving but little damage.

British brig Collyria, Card, of and for Windsor, N. S. dragged her anchors and run foul of schooner Temperance, Malcom, from Boston for Windsor, carrying away the schooner's bowsprit; the masts of the latter afterwards went by the board. The brig drove against Derby's Wharf, forced in her larboard quarter, and bilged.

Schooner Dove, of St. George, drove against Derby's Wharf, carrying away jib-boom, and considerably injuring one of the stores.

The schooner Pocasset, of Beverly, was forced from Becket's Wharf, and brought up against Derby's Wharf, running her bowsprit through a cooper's shop near the head of the wharf, chafed sheathing badly.

The schooner Amazon, of Deer Isle, with wood, dragged on the flats near Derby's Wharf, and cut away both masts.

NEWBURYPORT.

The tide is stated to have risen higher than at any time before for thirty years, completely overflowing all the wharves, and setting adrift and destroying a large amount of property. The damage to the shipping at the wharves was much greater than has ever been experienced before. Of 130 vessels in port, 41 were more or less injured, as follows:

The schooner Panama, of Wells, lying at Bayley's Wharf, with part of a cargo of flour and corn, sunk at the wharf.

The schooner Actor, partly loaded with salt, onions, &c. for the South, lying at Bartlett's Wharf, filled and sunk.

The pink-stern schooners Harmony, Van and Union, also sunk at the wharves.

The schooners Trio and Grampus, at Perkins' Wharf, had their sterns completely stove in, and sustained other damage.

The schooner *Vulture*, at Bayley's Wharf, had her main topmast broken off, parted her fasts, stove in her stern, and sustained considerable other damage.

A new brig lying at Cushing's Wharf, was so badly chafed, that many of her planks will have to be taken out.

The schooner *Nun*, which came from Boston, just before the commencement of the gale, with a valuable cargo, parted her fasts at Commercial Wharf, and drove to the upper side of the mast-yard of Messrs. Cook, where, after breaking off her bowsprit, davits, and tearing out one side of a shed, she lay in a snug berth.

The schooners *Traveller*, of Wells, and *Herald*, had their sterns stove in.

The schooners *Tom Bolin* and *Orison*, of Wells, lost their bowsprits.

The schooner *Nancy*, which was badly damaged in the gale of the 15th, and had just been repaired, was again considerably damaged.

The schooners *Hope*, *Atlas*, *Ellen*, *Retrieve*, *Mercy & Hope*, *Aurora*, *Mechanic*, *Harriet*, *Alphion*, and *Baltic*, were also very badly chafed or otherwise damaged.

The new ship *Viola* was somewhat chafed.

The schooners *Andromeda*, *Anti*, *Rinaldo*, *Franklin*, of York, *Reward*, *Camelia*, of Portsmouth, were also chafed; *Angola*, stern carried away; *Agnes*, do.; *Albion*, quarter boards gone; *Enterprize*, do.; *Wave*, *Evelina* of York, and *Spartan*, had sterns stove; *Eunice*, broke main boom.

GLoucester.

The brig *Aladdin*, of North Yarmouth, from Baltimore for Portsmouth, ashore and stern knocked out, crew saved; her cargo of corn and flour, was saved in part, though in a damaged state.

Brig *Richmond Packet*, Captain Drinkwater, of Deer Isle, from Richmond for Newburyport, entirely gone to pieces, and her cargo of corn and flour mostly lost; the crew saved, but the wife of the captain, in attempting to reach the shore on a spar, was drowned.

The schooner *Bride*, from Georgetown for Salem, ashore and bilged, crew saved; cargo of corn and flour, saved in a damaged state.

The schooner *Thetis* from Philadelphia for Portland, with coal, crew saved; vessel and cargo a total loss.

A schooner ashore in the inner harbor, and another outside at anchor, with masts cut away.

CAPE COD.

PROVINCETOWN.—The loss of shipping here is immense ; brig Imogene, (whaler,) it is thought will be a total loss. The brig Fanny, (whaler,) suffered much in her hull. The schooners Caroline, Brenda, Amazon, and Alice & Nancy, lost their sterns, and received much other damage. The schooner Delphi lost most of her sails, and had her hull badly damaged. The schooner Joseph Helen, loaded for New Orleans, lost windlass, bowsprit, foremast sprung, and badly damaged in her hull. All the above are very high up on the beach.

The schooner Elizabeth Ann, of and for Halifax, from Boston, with flour, grapes, raisins, &c. drove ashore and sunk ; her decks were under water at high tide ; the cargo all landed in a damaged state.

The schooner Clio, Wharp, from Norfolk for Boston, drove high up on the beach, lost main boom, bowsprit, and received other damage.

The schooner Planet, from Bath for Baltimore, with lumber and pickled fish, also high up on the beach.

The schooner Fleet, loaded for Baltimore, went ashore with both anchors ahead ; she drifted afoul of schooner Clio, in the stream, and both vessels came ashore together.

The schooner Pandora, from New York for Boston, with flour, &c. went ashore, but did not receive much damage.

The schooner Aktorp, from Richmond, with corn and bread, ashore high and dry.

The new schooner William W. Wyers, for Norfolk, high up on the beach, and about 20 other vessels, principally fishermen, suffered greatly in spars, rigging, and hulls badly damaged.

The brig Wave, from Bath for Matanzas, having lately got off shore at Truro, went ashore again at this place.

The following are the particulars of the wreck of the brig J. Palmer, on her passage from Philadelphia to Boston. She was lost on Friday night. How she was lost, whether driven on shore or foundered, no one can ever learn, as all hands were lost. All that is known of her is, that pieces of a wreck, parts of boxes, flour barrels, &c. were picked up on Sunday morning, on the eastern shore of Conanicut. Among parts of the wreck, is a quarter-deck, almost entire, and part of a head, on which is the name "J. Palmer." It must have been the brig J. Palmer, Ardley, from Philadelphia for Boston, which was spoken on Thursday, off Block Island. She had lost her foresail in previous gales. On Friday evening, at dusk, a brig was seen standing towards the south end of the Island, three miles off, without any foresail ; since that time, nothing has been seen or heard of her, saving the melancholy proofs of her destruction that have

been thrown upon our shores. There is no ground for hope that one of her crew escaped ; all must have perished ! Some pieces of boxes that have been picked up are marked on the side, (and therefore thought to be the shipper's marks,) " J. S. M. J. J. A. H. D. Franklin Window Glass," some 8 \times 10, and some 7 \times 9. A waistcoat, with the name of " S. Browne," on the back of it, was among the pieces of wreck that drifted ashore.

WRECK OF THE SCHOONER MILLER..... This schooner, Merrill, master, bound from Bristol, Me. with wood, to Lynn, in running into the harbor, struck on a rock and sprung her planks, so that she leaked badly. She then anchored, and the pilot, Mr. Pecker, came on board. Soon after he boarded her, she parted her chain, and it was determined to run her on shore. The wind by this time was lashed into a perfect tornado, and the canvass which they attempted to get upon her was blown into ribbons in an instant. They however managed to get up just enough of the flying-jib to steer her by, and then put her head for Chelsea Beach. She struck heavily, and the sea immediately began to break over her. The crew then ran forward. As the pilot was making his way forward, a sea broke upon her, and Pecker felt something strike against him ; he clutched at it, and seized a man by the hair, while he himself caught by a rope. Thus was one life saved. By this time, another sea had lifted the schooner higher on the beach ; and dropping one by one from the bowsprit, the whole crew were saved, some of them being drawn ashore by the pilot. We are much happier in recording escapes than deaths ; and especially is it a pleasure to give praise to men who are the means of rescuing any of their fellow creatures from destruction.

RECAPITULATION.

From the foregoing account, it appears that 1 barque, 17 brigs, 68 schooners, and 4 sloops, were lost in the three gales ; and the estimated number of lives destroyed at the same time are from 150 to 200. It was supposed 50 were lost at Gloucester alone in the first storm. Besides this, 23 ships and barques, 22 brigs, 168 schooners, and 5 sloops, were dismasted, driven ashore, or greatly injured in some other way. The destruction of property must have been near \$1,600,000. We do not suppose we have ascertained the loss of near all the vessels which have been destroyed by these tornadoes. Many were foundered at sea ; and some went ashore and to pieces, so that no intelligible record of their loss is left behind.

Alas ! what destruction. What wide spread ruin and desolation. Who can look upon it, without fearing Him, whose voice

is heard in the tempest, and whose will directs the storm? Into the short period of fourteen days, the agony of years was pressed. There was enough of despair and horror felt in that time, to chill the blood of youth or palsy the arm of the strongest. It has past. The waters heave as calmly as ever. The winds are hushed upon its bosom, and the gentle heavens look down in smiles on the splendors of the deep. But the shipwrecked mariners of December—where are they? where? Oh, that we may so live as to be prepared even for such a death as theirs.



WOULD you behold the works of God,
His wonders in the world abroad,
Go with the mariners, and trace
The unknown regions of the seas.

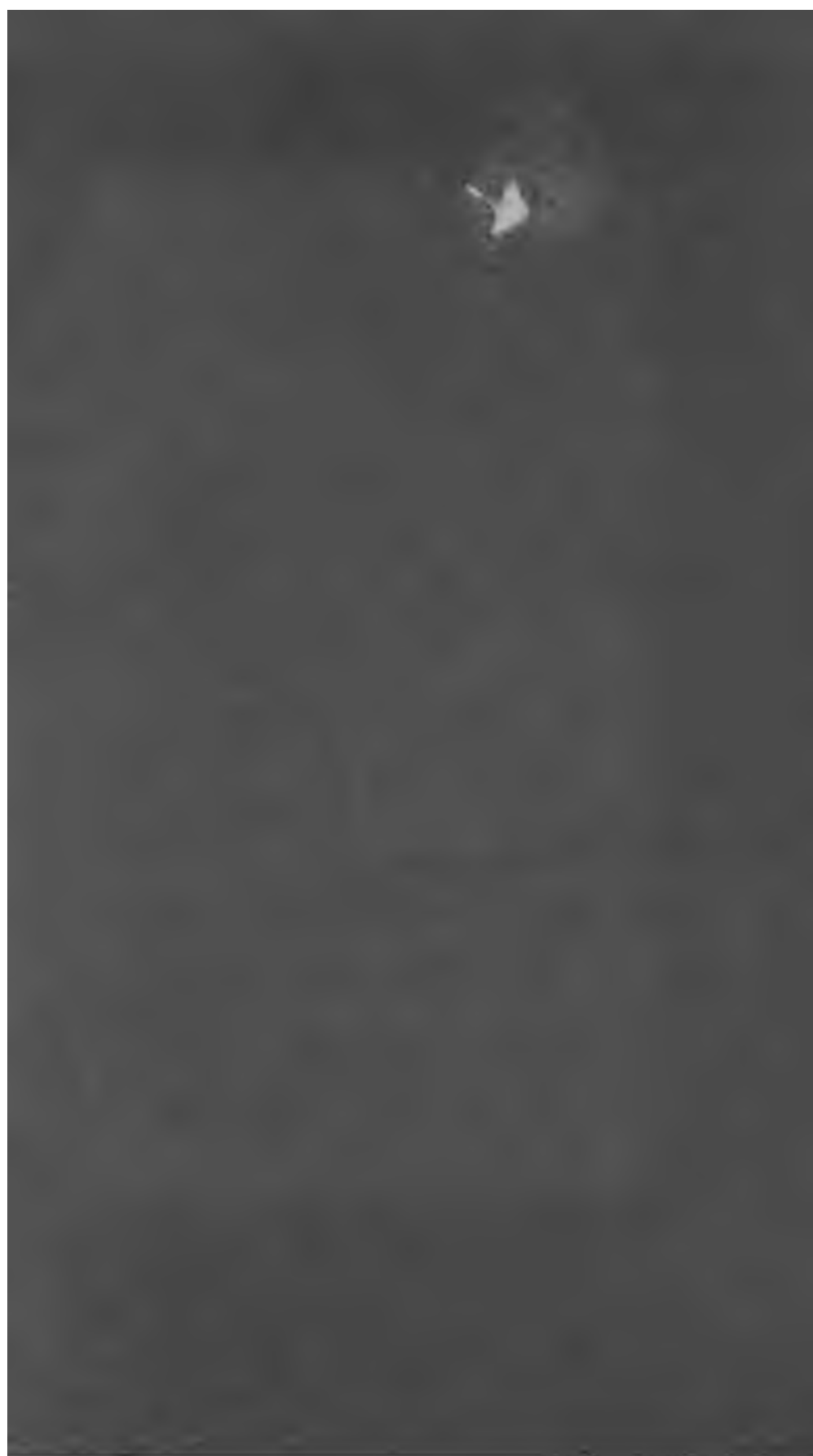
They leave their native shores behind,
And seize the favor of the wind,
'Till God command, and tempests rise,
That heave the ocean to the skies.

Now to the heavens they mount amain;
Now sink to dreadful deeps again;
What strange affright young sailors feel,
And like a staggering drunkard reel!

When land is far, and death is nigh,
Lost to all hope, to God they cry:
His mercy hears their loud address,
And sends salvation in distress.

He bids the winds their wrath assuage,
The furious waves forget their rage;
'Tis calm; and sailors smile to see
The haven where they wish'd to be.

O may the sons of men record
The wondrous goodness of the LORD!
Let them their private offerings bring,
And in the church his glory sing.

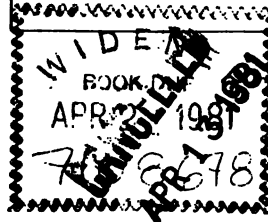




SHIP MARTHA WASHINGTON,
OF Castine, which was driven ashore on Palmet Harbor Bar,
Near Highland Light, Cape Cod, Dec. 15, 1859.



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